

**CALIFORNIA RESOURCES AGENCY
COASTAL IMPACT ASSISTANCE PROGRAM
PROJECT PROPOSAL FORM**

County: Alameda County
Department: Community Development Agency Planning Department
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E-mail: jsorensen@co.alameda.ca.us
Title of project: Albany Waterfront Restoration Project
Project location: Albany Waterfront (Buchanan extension of SF Bay Trail)
Total cost: \$35,000
Funding request: \$35,000

MISSION

To ensure comprehensive and coordinated management, conservation and enhancement of California's ocean and coastal resources for their intrinsic value and for the benefit of current and future generations.

GOALS: Four goals have been established by the State of California to achieve this mission.

Goal 1: Stewardship. To assess, conserve, and manage California's ocean and coastal resources and the ecosystem that supports those resources.

Goal 2: Economic Sustainability. To encourage environmentally sound, sustainable, and economically beneficial ocean and coastal resource development activities.

Goal 3: Research, Education and Technology. To advance research, educational programs, and technology developments to meet future needs and uses of coastal and ocean resources.

Goal 4: Jurisdiction and Ownership. To maximize California's interests in coastal watersheds, State Tidelands, the Territorial Sea, and the Exclusive Economic Zone.

ALBANY BAY TRAIL RESTORATION PROJECT

Project Summary: The Albany Bay Trail Restoration Project proposes to remove and control exotic plant species and restore natives to the Albany portion of the San Francisco Bay Trail, along the Albany waterfront. Development of educational materials is included within the scope of this project. Restoration activities in this area can serve as a model for future Eastshore State Park improvements, adjacent to the Bay Trail area, and will help to create a rich habitat for birds, plants, and pollinators. Directly benefited will be uncommon native plants such as the Gumweed (*Grindelia stricta* var *angustifolia*) and Western Goldenrod (*Euthania occidentalis*). Many varieties of migratory birds as well as reptiles and amphibians would also benefit. The plan to accomplish these goals already exists in draft form and this project could begin immediately upon receiving funds.

Project Background: The Albany portion of the Bay Trail is located west of Interstate 80, on a spit of land jutting into San Francisco Bay. The trail provides access to the Albany beach, the Albany “bulb” (City owned) and to the area owned by the East Bay Regional Park District, which is part of the proposed Eastshore State Park. To the south of the trail is Golden Gate Fields Race Track, including the site of the Buchanan Street Salt Marsh restoration project, (currently in the feasibility stage). The area is heavily frequented by a wide variety of recreational users, including an artist community working at the Albany bulb. Educational signage and viewing platforms are currently in place, and additional educational signage is in the planning stages.

The Albany waterfront is an important transition area. Bounded by the salt marsh and the natural area in the proposed Eastshore State Park, this stretch straddles two environmental extremes. On the natural side (north, and west to the beach), and is a rapidly disappearing habitat for native flora and fauna. On the other side is a huge parking lot for Golden Gate Fields, and directly east of the parking area is the salt marsh. To the southwest of the trail is one of the last remaining stretches of natural beach in the area. A proposed segment of the San Francisco Bay Trail runs south from this area to the Berkeley marina. The extreme western area, known as “the bulb” is the site of an old commercial landfill, closed in 1979, and now used by artists, and for recreational hiking, biking and dog-walking.

Along the trail are various planting and unimproved areas which have degenerated into weeds and undesirable exotic plant species. The aggressive nature of some of the non-native species and the lack of control means that many areas are overrun by the exotic plants and weeds. The City has been working to foster a sense of stewardship in the area and has implemented a community group “adopt-a-trail” program for litter control. The City has also worked with contractors to provide selective mowing to control invasive weeds while providing some chance for native species to re-establish. However, these efforts are quite limited, and cannot address the overall area in a comprehensive manner.

Project Description: This project proposes to implement repeated, timed and selective mowing, hand weeding, hoeing, and chopping of pernicious perennial and annual weeds for a two year period. Removal and control activities for the first year will occur primarily in the spring and summer, although some control activities will take place on a monthly basis. In the fall and winter, sowing and planting will begin. This will include, but is not limited to sowing

and planting of native species including toyon, lupine, Channel Islands buckwheat, dune grasses, and various native grasses and wildflowers. Existing non-native landscaping which was planted in prior years may be maintained depending upon the determination of the City, and the advice of specialists in the field. . The second year of the project will include continued removal and control of non-native species, and may include additional plantings. A brochure will be developed which describes the City's waterfront area, the goals of the restoration, and promotes stewardship opportunities. The brochure will be distributed at public facilities, local events and to local community and environmental groups.

The proposed budget for the project is as follows:

\$10,000	Year 1	Control of non-natives (early spring to summer)
\$15,000	Year 1 & 2	Purchase and planting of native species (planting occurring in fall/winter)
\$ 8,000	Year 2	Control of non-natives (monthly throughout the year)
\$ 2,000	Year 1	Educational materials
\$35,000		

This project could begin as early as September 2001. The City would propose to work with Shelterbelt Builders, Inc., and with the Urban Tree Foundation, a local non-profit organization. Both of these entities have experience in our community, and specifically at the waterfront area. These organizations bring established expertise in the control of invasives, species selection, planting of native species, tree planting and maintenance, and public participation.

Consistency with Mission and Goals:

The project is consistent with the mission statement and fulfills three of the four goals of the program, as follows:

Goal 1: Stewardship: One of the main goals of the City of Albany is to continue to develop and maintain stewardship over this unique area of our City. This project will work in conjunction with existing stewardship activities of volunteer groups and the Albany Waterfront Committee. Specialists will assist the community to restore, replant and develop a maintenance plan for the waterfront, developing an increased awareness of community responsibility toward our environmental resources.

Goal 2: Economic Sustainability: This project will encourage and complement beneficial uses at the waterfront area. This includes local community recreational uses, regional uses such as development of the Eastshore State Park and the San Francisco Bay Trail, and co-existence with Golden Gate Fields Race Track. Restoration of the area will encourage those using facilities in the area to treat the waterfront and surrounding area in an environmentally sound manner.

Goal 3: Research, Education and Technology: Public education is an important complement to the restoration project. Currently, the City's Waterfront Commission has directed the implementation of educational signage along the trail. Throughout the City, we educate, promote, and enforce federal Clean Water and Water Quality standards regarding urban run-off, emphasizing our connections to the Bay and our responsibility to our waterfront area. As

part of this project a brochure will be developed and distributed throughout the community. In addition, this project will go hand-in-hand with a grant proposal recently submitted by a local non-profit organization (the Urban Tree Foundation) to the Coastal Conservancy to develop a public and school educational program at the waterfront.

**CALIFORNIA RESOURCES AGENCY
COASTAL IMPACT ASSISTANCE PROGRAM
PROJECT PROPOSAL FORM**

County: San Luis Obispo County
Department: Department of Planning and Building
Prepared by: Nancy E. Rollman, AICP, Environmental Specialist
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Title of project: Avila Beach Mid-Block Pedestrian Passage/County of San Luis Obispo
Project location: Avila Beach
Total cost: \$750,000
Funding request: \$25,386

MISSION

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Goal 3: Research, Education and Technology. To advance research, educational programs, and technology developments to meet future needs and uses of coastal and ocean resources.

Goal 4: Jurisdiction and Ownership. To maximize California's interests in coastal watersheds, State Tidelands, the Territorial Sea, and the Exclusive Economic Zone.

Project Summary:

The approved Avila Beach Specific Plan proposes construction of a mid-block pedestrian passage between First and Front Streets to align with the Avila Pier. This would provide a pedestrian-only connection from the Earl's Alley parking lot, located several blocks from the beach. The connection would create visitor serving opportunities along the passage in the form of shops and other retail uses because of exposure to direct pedestrian traffic flows to and from the parking lot. The pedestrian passage would link the parking lot to the nearby coastal resources by providing a safe and inviting public accessway to the beach area. The First Street entrance would also provide an ideal location for visitors being transported from remote parking lots or other offsite locations.

The passage would include the following design components:

- *Passage orientation and paving* – the buildings along the passage would be oriented to the existing street grid, but would have paving running through it that would articulate the diagonal orientation of the pier. Paving materials would be simple, such as board-imprinted concrete, wood planks, or simple concrete unit pavers aligned to the angle of the wood planks on the Avila Pier.
- *Passage entries* – the entries would be demarcated with palm trees at either end of the passage to frame the views of the pier and ocean, and to help people identify it from a distance.
- *Street Furniture and Lighting* – street lights and benches would be installed along the passage at appropriate locations.
- *Murals* – hand-painted murals by local artists would be encouraged in the passage.
- *Topography* – design considerations will be made to accommodate the grade change of ten feet between First Street and Front Street. This could be done by sloping the walkway at a gradual grade of less than five percent, which complies with accessibility requirements for disabled persons, or by constructing a series of ramps that connect to terraces, where outdoor seating could be located.

Consistency with Mission and Goals:

Mission: To ensure comprehensive and coordinated management, conservation and enhancement of California's ocean and coastal resources for their intrinsic value and for the benefit of current and future generations.

The Avila Beach Mid-Block Pedestrian Passage is consistent with the mission of the Coastal Impact Assistance Program. The project as proposed in the Avila Beach Specific Plan, and approved by the California Coastal Commission in November, 2000, is a culmination of a comprehensive and coordinated process to manage the rebuilding of Avila Beach, after much of its commercial district was demolished as part of a clean-up project by Unocal. The Mid-Block Pedestrian Passage will enhance the beauty and charm of this popular beach town,

which is an important coastal resource in San Luis Obispo County. As described below in discussions about consistency with each of the goals, the proposed project would make coastal resources more accessible to visitors and residents, enhancing the enjoyment of coastal resources for the benefit of current and future generations.

Goal 1: Stewardship. To assess, conserve, and manage California's ocean and coastal resources and the ecosystem that supports those resources.

The County of San Luis Obispo, the residents of Avila Beach and the California Coastal Commission worked together diligently to create and approve the Avila Beach Specific Plan, a vision for rebuilding Avila Beach after demolition of most of its commercial district due to a Unocal oil spill clean-up project. Set on the scenic Central Coast of California, Avila Beach offers an attractive beach, a pleasant year-round climate (when other areas are fogged in, it is usually sunny in Avila Beach), and the charming atmosphere of an old-time beach town. These features make Avila Beach a popular tourist destination; estimates range from 800,000 to over one million visitors per year.

The Avila Beach Specific Plan contains a number of major physical design elements, including a new Town Center, a park, development along Front Street, and the Mid-Block Pedestrian Connection. As stewards for the implementation of the Avila Beach Specific Plan, the county and the community consider the public improvement of the Mid-Block Pedestrian Passage a high priority. This would make coastal resources more accessible to visitors and residents, helping to facilitate the recovery of the town, and enhancing the enjoyment of coastal resources for the benefit of current and future generations.

Goal 2: Economic Sustainability. To encourage environmentally sound, sustainable, and economically beneficial ocean and coastal resource development activities.

The proposed project would improve coastal access and community aesthetics, increase local property values and better serve the area's tourist population.

The pedestrian passage is intended to enhance pedestrian circulation because it will provide a pleasant, safe linkage from the parking lot to the beach. Because of the various design elements and public improvements along the pedestrian passage, it will be a visually appealing experience for the beach goer and visitor to Avila Beach. The project will also provide both indoor and outdoor retail and dining opportunities for tourists and business owners. Providing this public improvement in Avila would also increase local property values. A financial cost/benefit analysis of this passage showed that land values of the property along the passage would be approximately 27 percent higher than their value without the passage.

Goal 3: Research, Education and Technology. To advance research, educational programs, and technology developments to meet future needs and uses of coastal and ocean resources.

Successful implementation of the Mid-Block Pedestrian Passage will be documented and submitted for various planning and landscape architecture awards, with the goal of helping other coastal communities realize their visions and make good use of their coastal and ocean resources.

Goal 4: Jurisdiction and Ownership. *To maximize California's interests in coastal watersheds, State Tidelands, the Territorial Sea, and the Exclusive Economic Zone.*

Implementation of the Mid-Block Pedestrian Passage is a key component in rebuilding the town of Avila Beach after the excavation of the town from the oil contamination cleanup. To recover from the stigma of contamination and to encourage investment in the recreational resources that are possible in Avila Beach, the pedestrian passage would help Avila Beach recover from the devastating effects of the excavation project. The project would attract additional statewide interest in coastal resources in Avila Beach and would provide valuable coastal access to one of the state's most charming beaches.

Cost Estimate:

The grant request of \$25,386 will allow for final design plans and preparation of grading plans/preliminary improvement plans. Other grant sources are being pursued for actual physical construction and streetscape improvements, which is estimated to cost approximately \$750,000.

**CALIFORNIA RESOURCES AGENCY
COASTAL IMPACT ASSISTANCE PROGRAM
PROJECT PROPOSAL FORM**

County: Napa County
Department: Conservation, Development and Planning and Public Works
Prepared by: Natasha Merkuloff
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Title of project: Napa County Airport Area Bay Trail
Project location: Vicinity of Napa County Airport near the Napa River
Total cost: \$470,000
Funding request: \$68,635

MISSION

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Project Summary:

The Napa County Airport Area segment of the Bay Trail is a project to plan, design and construct a pedestrian and bicycling trail through the Napa Airport Area connecting in the south to the Bay Trail in the City of American Canyon, and in the north, to the proposed Napa River Trail in the City of Napa.

Phase I – estimated \$70,000

Plan, design and complete any required environmental determination for the Napa County Airport Area segment

- a. Engage the services of a consultant to develop options for placement of the Bay Trail
- b. Review of options and perform environmental determination on recommended option(s)
 1. May be costs associated with environmental, depending on location of trail
- c. Board of Supervisors approve option(s)
- d. Design all segments of trail; prepare plans, specifications
 1. Estimated \$60,000 consultant services
- e. Begin right of way acquisition if required (as funds allow).
 1. Estimated \$85,000 for acquisition

Timeline:

12 months of project start – however location of trail is contingent on County priorities and realities of access.

Phase II – estimated \$400,000

- a. Finalize right of way acquisition as required.
- b. Construct Napa County Airport Area Bay Trail. Actual location of the Trail will depend on planning and design performed in Phase I.
 1. Class I bike path estimated cost of \$80,000/mile for 3 miles
 2. 5% striping and signage allowance
 3. 30% engineering, administration, escalation and contingencies

Timeline:

Completion of Phase II is dependant on a number of factors:

- a. Other funding mechanisms for Bay Trail construction
- b. Anticipated development of roads (Devlin Road in particular) in the area
- c. Board action on a proposed major development in the area

Funding:

Grant funding will be sought for all phases of this project.

Consistency with Mission and Goals:

This proposed project is consistent with the State's established mission and one or more of the established goals, to wit:

- The proposed project is consistent with the mission in that the Bay Trail project ensures comprehensive and coordinated management and enhancement of California's coastal resources for their intrinsic value and the benefit of current and future generations.
- The proposed project offers a setting for wildlife observation and broader environmental education. (Goal 3)
- The proposed project increases the public's ability to get near the water, enhancing appreciation of the many natural habitats and resources along the shoreline. It also provides easily accessible opportunities for recreation and exercise, removed from the hazards and pollution of motor vehicles. This increases people's respect and admiration for the Bay and other bodies of water, which in turn, creates an incentive to protect its many resources and preserve waterfront open space (Goal 1).

**CALIFORNIA RESOURCES AGENCY
COASTAL IMPACT ASSISTANCE PROGRAM
PROJECT PROPOSAL FORM**

County: City and County of San Francisco
Department: Port of San Francisco
Prepared by: Dan Hoddap
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Title of project: Downtown Ferry Terminal Public Pier
Project location: San Francisco Bay
Total cost: \$1,200,000
Funding request: \$105,920

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Project Summary:

The Port of San Francisco is currently constructing the Downtown Ferry Terminal – a project that provides updated and expanded commuter ferry terminal facilities by relocating and adding new ferry berths. New berths at the Downtown Ferry Terminal will be protected from winter storm surge by a new freestanding breakwater. The proposed Downtown Ferry Terminal “Public Pier” project would finish the top of the breakwater with public access improvements, making it a part of the Bay Trail and connecting it to the existing Embarcadero Promenade Bay Trail.

The proposed Downtown Ferry Terminal Public Pier would take advantage of this unique condition, taking a needed breakwater and making it a landmark open space to provide a place for the public to appreciate the Bay along the San Francisco waterfront. An approximately 100-foot pier extension would be constructed to connect the freestanding breakwater to the Embarcadero Promenade, and a circular terminus would be added at the other end of the pier, 600-feet out into the Bay. Visitors would be able to walk out into the Bay and view interpretive information about Bay currents, Bay habitat and ferry activities, and enjoy views back to the City and Bay Bridge.

The breakwater is designed and built to support interpretive information and public access. The concrete topping slab installed on the breakwater is the final finished pavement for the public pier, conduit is located within the slab for pedestrian lighting, and railing brackets were placed within the topping slab.

The Downtown Ferry Terminal Public Pier will be a major attraction along the Bay Trail. It will be a new destination for local residents, regional visitors, and tourists that will provide a unique way of enjoying the Bay - by being able to walk 600-feet out over the water and learn about the Bay environment, and enjoy spectacular views.

Environmental Review. A federal environmental review was completed for the project with a “Finding of No Significant Impact”. The project is not a required mitigation measure for any other project or portion of a project, and the project has enjoyed broad public support.

Regulatory Approvals. The Downtown Ferry Terminal Public Pier has received all its needed environmental and regulatory approvals from the Bay Conservation and Development Commission, the Army Corp of Engineers, and the Regional Water Quality Control Board. The Project is designed and is ready to be constructed. It is cost effective in how it provides a substantial Bay public access opportunity by using the needed breakwater construction. It is an implementation project of the Port's six-year, citizen based *Waterfront Land Use Plan*, and is supported by the Bay Conservation and Development Commission, the California State Coastal Conservancy, the Association of Bay Area Governments, Save San Francisco Bay Association, and other agency and citizen groups.

Summary. The Downtown Ferry Terminal Public Pier is ready to go, is efficient and cost effective in its design, and will be an exciting place for residents and visitors to San Francisco to appreciate and learn about the Bay environment. The Port of San Francisco invites the California Resources Agency to become a partner in this landmark project on San Francisco Bay.

Consistency with Mission and Goals:

Mission: The Downtown Ferry Terminal Public Pier furthers the Mission of the Coastal Impact Assistance Program through its use and enhancement of one of the most heavily used shoreline areas in California. The Public Pier project is located at the foot of Market Street in Downtown San Francisco at the Ferry Building. It adjoins the recently improved Embarcadero Roadway and Embarcadero Promenade. Daily thousands of residents, Downtown workers and visitors will have the opportunity to walk out 600-feet into the Bay on the Public Pier. The Public Pier will be a new facility provided as a permanent and easily maintainable public amenity.

The project also implements the Port's recently adopted *Waterfront Land Use Plan* and accompanying *Waterfront Design & Access Element*, and the Bay Conservation and Development Commission *Special Area Plan* for the San Francisco Waterfront. The Port's Land Use documents were developed working through a diverse citizen participation process that included over 130 public meetings during a six-year period.

Goal 1: Stewardship. As described in the Mission statement above, the decision to place a breakwater and public access pier in this prominent waterfront location is the result of an extensive and broad-reaching public planning process. From these plans, policies were set to develop the Downtown Ferry Terminal and to improve the surrounding portions of the project for public recreation. Other areas of the nearby waterfront were set aside for restoration of natural habitat, Port maritime uses, and appropriate urban waterfront uses. An Environmental Impact Report was prepared for the entire waterfront that assisted in balancing the uses for their most appropriate locations.

The design of the Public Pier also recognizes its immediate environmental context through its detail design. The breakwater function of the Pier is greatest as the distance increases from the shoreline. The Public Pier uses sheet-pile construction for sections further from the shoreline and pile supported decking for sections closer in. As a result water circulation is maximized near the shoreline, there will be less need for dredging, and more Bay habitat areas will be retained.

Goal 2: Economic Sustainability. The project promotes economic sustainability for the Bay Area region by assisting in meeting its water transit needs and featuring to the public the functions of the ferry terminal facility from the Public Pier. The Public Pier project is part of the larger Port plans that have included removing the Embarcadero Freeway and replacing it with an urban boulevard and pedestrian promenade. The Ferry Terminal facility replaces a portion of the transportation demand from the removed freeway with water transit. Use of public transit in this densely populated area lessens the environmental impacts of transportation and parking and allows preferred sustainable uses along the shoreline. The project also enhances the desirability of living in the nearby high-density Rincon Point, South Beach and Golden Gate residential neighborhoods, thereby further reducing transportation demand.

Goal 3: Research, Education and Technology. The interpretive signage component of the project will provide education on the Bay environment and the ferry system within the Bay.

The signage will also serve to further the environmental sustainability goals of the comprehensive Land Use Plan for the San Francisco waterfront.

Goal 4: Jurisdiction and Ownership. The project site is State owned land, held in trust for the people of California under the jurisdiction of the Port of San Francisco. The ferry terminal breakwater and public recreation purposes of the project are consistent with the State Lands allowable uses for the property.

Cost Estimate:

Breakwater (subtotal):	\$3,050,000
Public Pier	
Trestle to connect to Promenade	\$450,000
Railing and site furnishings	\$350,000
Electrical	\$ 65,000
Pier turnaround	<u>\$ 90,000</u>
Subtotal	\$955,000
Escalation @ 4%	\$ 38,000
Construction Administration @10%	\$ 95,000
Contingency @10%	\$ 95,000
Public Pier (subtotal):	\$1,183,000
Total:	\$4,233,000

Available Funds:

Breakwater:

FTA funding, section 3	\$2,400,000
CTC Proposition 116	447,760
Port Capital	<u>202,240</u>
Total: \$3,050,000	

Public Pier Improvements:

California Coastal Conservancy	\$400,000
Port Capital	300,000
ABAG Bay Trail	200,000
State TEA Funds*	200,000
California Resources Agency - CIAP*	<u>105,920</u>
Total:	\$1,205,920

* Funds not yet committed.

Project Timeline

Construction on the breakwater portion of the project is scheduled for completion in July, 2001. The breakwater includes many features that anticipate or are part of the Public Pier. Following approval of the grant, the Port will complete final design drawings for the Public Pier portion of the project by September 31, 2001, request bids and approve a contract by January 15, 2002, and complete construction by June 30, 2002.

**CALIFORNIA RESOURCES AGENCY
COASTAL IMPACT ASSISTANCE PROGRAM
PROJECT PROPOSAL FORM**

County: Santa Barbara County
Department: Planning and Development, Comprehensive Planning Division
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Title of project: Isla Vista Natural Resource Preservation and Enhancement
Project location: Isla Vista, a 350 acre coastal community, 12 miles west of Santa Barbara
Total cost: \$40,000
Funding request: \$40,000

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Project Summary:

Isla Vista is an unincorporated community located atop a coastal mesa within the Goleta Valley. The area is surrounded on three sides by the University of California, Santa Barbara and on the fourth by the Pacific Ocean. Although an urbanized area, Isla Vista is noted for an abundance of natural resources, including vernal pools, open grasslands and coastal bluffs. The preservation of open space in this densely populated community is not only critical for its residents, but also for the protection of these ecologically important areas.

Santa Barbara County has obtained funds to restore and develop several underutilized blufftop parcels in Isla Vista with trails, landscaping, recreation areas and improved beach access. A program of interpretative signage will increase awareness of the coastal environment. The project involves restoration and development of a park program on three contiguous parcels.

The County, the University of California at Santa Barbara and the Isla Vista Recreation and Parks District are preparing an Isla Vista Master Plan to guide future development and redevelopment projects in this coastal community. The Master Plan will propose measures to protect and enhance environmentally sensitive coastal resources and to promote coastal recreation. To supplement this general effort, the County Planning and Development Department is seeking \$40,000 in CIAP funds for planning improvements to existing publicly owned coastal properties and access, including landscaping, habitat restoration, beach access stair and ramp upgrades, paths, etc. The funds would also be used to study additional sites for resource protection and recreation, which would include:

- Review of resource and recreational potential of vacant properties for possible public acquisition;
- Review of existing developed ocean front parcels where such development is severely threatened by coastal erosion for possible public acquisition for recreation or habitat. The goals of such acquisition would be to minimize demand for seawalls to protect such damaged and threatened structures and eventual creation of a public bluff top park in this densely populated community.
- Consideration of habitat protection and restoration potential and coastal recreational opportunities on adjacent University owned land.

This proposal is consistent with the mission of the CIAP: *“to ensure comprehensive and coordinated management, conservation and enhancement of California’s ocean and coastal resources for their intrinsic value and for benefit of current and future generations”* by protecting and enhancing coastal resources, open space and recreation.

Consistency with Mission and Goals:

This proposal aligns most closely with the following Goal No. 1: Stewardship – to assess, conserve, and manage California’s ocean and coastal resources and the ecosystem that supports these resources.

Estimated Project Budget:

Line Item	Estimated Expenditure
Staff salaries	\$30,000
Contractor	\$10,000
Total	\$40,000

Anticipated Project Schedule:

We anticipate completion of this project two years after commencement, and plan to commence as soon as CIAP funds are available.

**CALIFORNIA RESOURCES AGENCY
COASTAL IMPACT ASSISTANCE PROGRAM
PROJECT PROPOSAL FORM**

County: County of Los Angeles
Department: Department of Beaches and Harbors
Prepared by: Lyn Wallensak, Principal Analyst
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Title of proposed project: Los Angeles County Manhattan Beach Coastal
Access Repairs Project
Project location: Los Angeles County
Total cost: \$435,261
Funding request: \$435,261

MISSION

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Project Summary:

The County of Los Angeles' 72 miles of shoreline include approximately 27 miles of public beaches that draw an annual attendance of more than 53 million visitors. Continued public enjoyment of these coastal resources includes the provision of appropriate amenities and adequate access for the public.

The Los Angeles County Manhattan Beach Coastal Access Repairs Project furthers this goal of providing adequate access for the public and protecting recreational resources. Manhattan Beach, located between 36th Street and 45th Street in the City of Manhattan Beach, is one of the most popular public beaches in the County. In addition to swimming and surfing, visitors can access the Beach bike path, stroll the Strand Walkway and play beach volleyball on a number of volleyball courts. Manhattan Beach also includes swings and a children's playground, as well as restrooms and showers, fishing equipment rentals and a bait shop.

The Manhattan Beach Coastal Access Repairs Project would repair and/or replace an existing retaining wall and access stairs, which have deteriorated from public use and the elements. The retaining wall provides support for the vehicular parking lot and separates the parking lot from the active beach area. The access stairs lead from the parking lot to the South Bay Bicycle Trail, which is part of the Beach bike path that traverses nearly the entire Los Angeles County coast.

Consistency with Mission and Goal:

The Manhattan Beach Coastal Access Repairs Project is designed to address an immediate need to ensure public access and enjoyment of its beaches and protect the long-term integrity of the recreational resources, which are enjoyed by the County's 10 million residents and the millions of tourists that are attracted to Southern California in large part by its coastal resources. Specifically, Manhattan Beach Coastal Access Repairs Project will further the State of California's goals in the areas of Stewardship and Economic Sustainability.

Goal 1, Stewardship: The Manhattan Beach Coastal Access Repair Project will further the goal of conserving and managing the Los Angeles County coastal resources by ensuring the continued public access to this well-used County beach for both current and future visitors. Without this project, the deteriorating conditions could limit public use of Manhattan Beach and impact the bike trail.

Goal 2, Economic Sustainability: The County's beaches and coastal amenities are significant assets in attracting tourists to the County, which in turn provides a substantial economic benefit to the County and to the State of California. It is estimated that tourism supports more than 437,000 jobs in the County, and the estimated 23.8 million overnight visitors to the County contributed more than \$12.3 billion to the County's economy during 1999 alone.

The Manhattan Beach Coastal Access Repair component will also help maintain this economically important resource by ensuring continued access to Manhattan Beach and its amenities.

Goal 3, Research, Education and Technology: Not Applicable.

Goal 4, Jurisdiction and Ownership: Not Applicable.

Budget and Cost Estimate:

Item	Amount
Total Project Budget	\$435,261
<i>Coastal Impact Assistance Program</i>	<i>\$435,261</i>
Total Funding	\$435,261
Project Cost Estimate	
Acquisition	\$0
Architectural & Engineering Services	\$43,000
Consultant Services	\$15,000
Project Management	\$32,000
Permits and Plan Check	\$4,500
County Services	\$10,765
Misc. Costs	\$1,496
Construction	\$328,500
Total	\$435,261

Estimated Project Timeline (Assumes Funding Available on 10/01/2001):

	<u>Completion Date</u>
Board issues a "Request for Proposals" for construction drawings	Oct. 01, 2001
Begin acquiring various permits necessary to construct	Jan. 10, 2002
Board awards contract for construction	Apr. 02, 2002
Construction begins	May 13, 2002
Construction completed	July 08, 2002